

21. APPENDICES

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APPENDIX 21.1: PROGRAM EIR AUTHORITY (CEQA SECTION 15168)

This EIR for the proposed Sunnyvale Downtown Improvement Program Update has been prepared as a program EIR under authority of section 15168 of the CEQA Guidelines. Section 15168 explains that a program EIR may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

The proposed Downtown Improvement Program Update, and the series of actions required for its implementation, are characterized by all four of these relationships. One, they are geographically related because the project, including all of its implementing actions, would occur in the same general area within the City of Sunnyvale. Two, the various local, state, and federal governmental approvals, entitlements, and permits that may be required for development of the project are all logical parts in the chain of actions contemplated by the Improvement Program Update. Three, development and redevelopment of the project would be undertaken in connection with the issuance of rules, regulations, plans, and other general criteria set forth as part of the Improvement Program Update. Four, activities under the Improvement Program Update would be comprised of various individual activities carried out under the statutory authority of the City of Sunnyvale that would generally have similar environmental effects that could be mitigated in similar ways.

Use of a program EIR can provide the following advantages. The program EIR can:

- (1) provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
- (2) ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis;
- (3) avoid duplicative reconsideration of basic policy considerations;
- (4) allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts; and
- (5) allow reduction in paperwork.

Subsequent development activities must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If the lead agency finds that pursuant to section 15162, no new effects could occur or no new mitigation measures would be required, the lead agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Under CEQA section 15168, a lead agency shall incorporate feasible mitigation

measures and alternatives developed in the program EIR into subsequent actions in the program. Where the subsequent activities involve site-specific operations, the lead agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities can be found to be within the scope of the project described in the program EIR, and no further environmental document would be required.

A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can: (1) provide the basis in an Initial Study for determining whether the later activity may have any significant effects; (2) be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole; and (3) focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

APPENDIX 21.2:

**NOTICE OF PREPARATION AND
INITIAL STUDY**



NOTICE OF PREPARATION

To: Responsible Agencies, Trustee Agencies, and Other Interested Parties
Subject: Notice of Preparation of a Draft Subsequent Environmental Impact Report¹
From: City of Sunnyvale
Street Address: 456 West Olive Avenue, P.O. Box 3707
City/State/Zip: Sunnyvale, CA 94088-3707
Contact: Diana O'Dell, AICP, Associate Planner

The City of Sunnyvale will be the Lead Agency and will prepare a subsequent environmental impact report (SEIR) for the proposed project identified below. We are interested in the views of your agency as to the appropriate scope and content of the SEIR's environmental information pertaining to your agency's statutory responsibilities in connection with the proposed project.

The proposed project, its location, and its potential environmental effects are described in the attached materials, including a copy of the Initial Study.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but **not later than 30 days** after receipt of this notice.

Please send your response to the Sunnyvale Department of Community Development, Attention: Diana O'Dell, AICP, Associate Planner, 456 West Olive Avenue, P.O. Box 3707, Sunnyvale, CA 94088-3707. Please provide contact name for your agency with your comments.

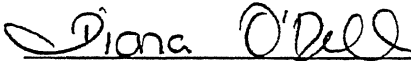
Project Title: Sunnyvale Downtown Improvement Program Update
Project Applicant: City of Sunnyvale
Project Location: Downtown area of the City of Sunnyvale, Santa Clara County, California
Project Description: The proposed Downtown Improvement Program Update involves approximately 165 acres in downtown Sunnyvale. The Improvement Program Update is comprised of a number of proposed planning and improvement actions, including adoption of a proposed *Downtown Design Plan*, which would revise the buildout potential of the 1993 Sunnyvale Downtown Specific Plan currently in effect. Secondly, the proposed Improvement Program Update includes a rezoning to reduce the buildout potential of approximately three acres of existing residential use adjacent to the 1993 Specific Plan boundary. Finally, the proposed Improvement Program Update also includes associated amendments to the Sunnyvale Downtown Redevelopment Plan to achieve consistency with the aforementioned Downtown Improvement Program Update actions and facilitate associated additional downtown economic development. The existing redevelopment plan project area boundary would not change.

The proposed Downtown Improvement Program Update would result in the following estimated net changes in downtown buildout capacity by the year 2020: up to approximately 760 additional residential units; approximately 232,750 square feet of additional office floor area; an approximately 61,230-square-foot reduction in retail/restaurant/entertainment floor area; and approximately 400 fewer hotel rooms.

¹Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

According to the California Environmental Quality Act (CEQA) Guidelines [section 15126(c)], when a proposed project buildout scenario (under the proposed Improvement Program Update) is being compared with the buildout scenario of previously adopted plans (the 1993 Downtown Specific Plan), existing conditions ("what is on the ground now") must be considered as the baseline for assessing the potential environmental impacts of the proposed project. Therefore, the SEIR for the proposed Downtown Improvement Program Update will analyze the potential environmental impacts associated with the proposed project's total future growth increment over existing (2002) conditions, which would include the growth already permitted under current land use controls, plus the net additional development capacity proposed with the update, for a total of up to approximately 1,620 additional residential units, up to 137,900 additional square feet of retail/restaurant/entertainment floor area, and up to 995,100 additional square feet of office floor area.

The environmental effects of this potential Downtown Improvement Program Update-facilitated growth increment will be addressed in the SEIR. (Please note: These growth figures may change as more detailed growth projections are prepared as part of the SEIR scope.)


Diana O'Dell, AICP, Associate Planner
Telephone: (408) 730-7452
FAX: (408) 328-0710

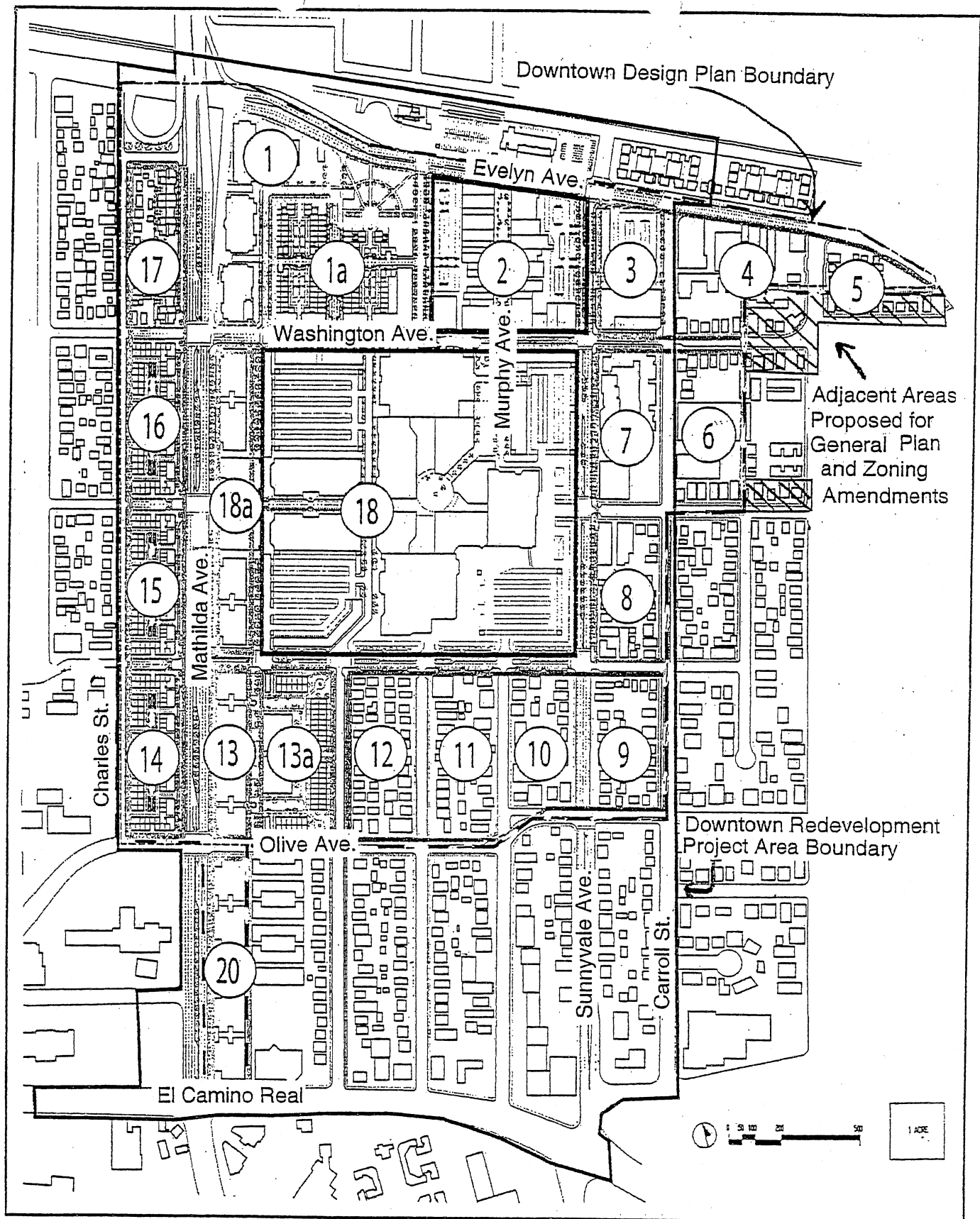
10/3/02
Date



SUNNYVALE DOWNTOWN IMPROVEMENT PROGRAM UPDATE INITIAL STUDY AND ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Sunnyvale Downtown Improvement Program Update
2. **Lead Agency Name and Address:** City of Sunnyvale
456 West Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707
3. **Contact Person and Phone Number:** Diana O'Dell, AICP, Associate Planner
Telephone: (408) 730-7452
FAX: (408) 328-0710
E-mail: dodell@ci.sunnyvale.ca.us
4. **Project Location:** Figure 1 illustrates the Downtown Improvement Program Update boundaries, which include the overlapping *Downtown Design Plan* and *Sunnyvale Downtown Redevelopment Plan* boundaries and the *1993 Downtown Sunnyvale Specific Plan* area, which falls totally within these boundaries. The approximately 165-acre, consolidated "Improvement Program Update" area is located in downtown Sunnyvale, bounded generally by the CalTrain tracks/Evelyn Avenue on the north, Bayview Avenue and Carroll Street on the east, El Camino Real on the south, and Charles Street on the west. The surrounding vicinity includes residential development, industrial development, and industrial service development on the north; residential development on the east; commercial development and the Sunnyvale Civic Center on the south; and residential development and office development on the west.
5. **Project Sponsor's Name and Address:** City of Sunnyvale
456 West Olive Avenue
P.O. Box 3707
Sunnyvale, CA 94088-3707
6. **General Plan Designations:** Various, including *Central Business, Low-Density Residential, Low/Medium-Density Residential, Medium-Density Residential, High-Density Residential, Very High-Density Residential, Office/High-Density Residential, Office, General Business, and Civic Center.*

ADDRESS ALL MAIL TO: P.O. BOX 3707 SUNNYVALE, CALIFORNIA 94088-3707



SOURCE: ELS Architecture and Urban Design

Figure 1

DOWNTOWN DESIGN PLAN DIAGRAM

Table 1

DOWNTOWN DESIGN PLAN (FIGURE 1) LEGEND: PROPOSED LAND USE CHANGES

<u>Subdistrict Number (see Figure 1)</u>	<u>1993 Downtown Specific Plan</u>	<u>2002 Downtown Design Plan</u>
1	Mixed Use	Office and Retail
1a*	N/A	Retail and Residential
3	Residential	Retail
4, 6, 17	Residential	Residential--lower densities proposed
13	Office and Residential	Office
13a*	N/A	Office and Residential
14, 15, 16	Office	Residential and Retail
20*	N/A	Office
2, 7, 18	Retail/Restaurant/Entertainment	Same
5, 8, 9, 10, 10a, 11, 12	Residential	Same
Eastern Adjacent Sites**	Residential	Residential--lower densities proposed

SOURCE: City of Sunnyvale Department of Community Development, September 2002.

* Indicates new subdistricts created in the 2002 *Downtown Design Plan*. There is no designated "Subdistrict 19" in the Downtown Specific Plan or *Downtown Design Plan*.

**The eastern adjacent sites are not included within the 1993 or 2002 plan boundaries; these sites have been added as part of the proposed Downtown Improvement Program Update.

7. Zoning:

Various, including *Downtown Specific Plan Subdistricts 1 through 18*, *Public Facility (PF)*, *High-Density Residential/Office/Planned Development [R-4/O/PD]*, *Low-Density Residential/Heritage Housing (R-0/HH)*, *Highway Business/Planned Development (C-2/PD)*, *Low/Medium-Density Residential/Office (R-2/O)*, *Regional Business/Planned Development (C-3/PD)*, and *Service Commercial/Planned Development (C-4-PD)*.

8. Description of Project:

a. Project Overview. Over the past decade, the City of Sunnyvale has been undertaking a Downtown Improvement Program to facilitate re-establishment and revitalization of the City's original central area. The Downtown Improvement Program has consisted of a number of City-adopted, interrelated planning and redevelopment programs, including the Sunnyvale Downtown Redevelopment Plan (1990), the Sunnyvale Downtown Specific Plan (1993), associated Downtown Specific Plan District zoning provisions (revised September 2001), the Murphy Avenue Design Guidelines (1994), and the North of Washington District Master Plan (1999). A final environmental impact report (FEIR) for the original Sunnyvale Downtown Improvement Program was certified in 1990.

In order to continue, update, and expand its downtown economic and physical revitalization activities, the City is now proposing to establish a Downtown Improvement Program Update comprised of the following specific actions:

(1) approval of the land use development and urban design elements in the *City of Sunnyvale Downtown Design Plan* (March 2002 Draft);

(2) adoption of amendments to the 1993 Sunnyvale Downtown Specific Plan to incorporate elements of the *Downtown Design Plan* which set forth various specific revisions to the downtown land use mix, associated maximum development "envelopes," and other development standards;

(3) adoption of associated amendments to the City of Sunnyvale General Plan Land Use and Transportation Element (including Downtown Specific Plan section--Appendix B) and General Plan Map to achieve consistency with the proposed *Downtown Design Plan*, Downtown Specific Plan amendments, and Downtown Improvement Program Update actions listed above;

(4) adoption of additional amendments to the City of Sunnyvale General Plan General Plan Map for an existing approximately three-acre residential area adjacent to the 1993 Specific Plan boundary, referred to as the "eastern adjacent sites," in order to reduce currently permitted residential densities in this area;

(5) adoption of associated amendments to the Sunnyvale Municipal Code, including the Precise Zoning Plan/Zoning District Map and chapter 19.28 (Downtown Specific Plan District), to achieve consistency with the proposed new *Downtown Design Plan*, Downtown Specific Plan amendments, and Sunnyvale General Plan amendments listed above;

(6) adoption of amendments to Sunnyvale Municipal Code chapter 19.80 (Design Review) to achieve consistency with the proposed new *Downtown Design Plan*; and

(7) adoption of amendments to the Sunnyvale Downtown Redevelopment Plan necessary to achieve consistency with and implement the above six Downtown Improvement Program Update

components, extend the redevelopment plan's financial limits, and re-establish/extend the City of Sunnyvale Redevelopment Agency's eminent domain authority over property for another 12 years, except for owner-occupied single-family residences.

The proposed approximately 165-acre Downtown Improvement Program Update area is generally bounded by the CalTrain tracks/Evelyn Avenue on the north, Bayview Avenue and Carroll Street on the east, El Camino Real on the south, and Charles Street on the west (see Figure 1).

b. Proposed Downtown Design Plan. The proposed new *City of Sunnyvale Downtown Design Plan* (March 2002 Draft) builds upon the City-adopted July 1993 Sunnyvale Downtown Specific Plan. The original basic concepts of the 1993 Specific Plan have been incorporated into the proposed 2002 *Downtown Design Plan*, with changes, additions, and refinements described as responsive to the changing marketplace and responsive to the City's experience in implementing the 1993 Plan over the last nine years.

Table 1 summarizes land use changes proposed under the *Downtown Design Plan* land use designations compared to the 1993 Downtown Specific Plan, keyed to the subdistrict numbers on Figure 1 (Downtown Design Plan Diagram). In addition to the areas within the existing 1993 Downtown Specific Plan boundary, the proposed *Downtown Design Plan* incorporates Subdistrict 20 on Figure 1 (the south of Olive area) in order to address office development opportunities identified in that area.

The *Downtown Design Plan* is intended to guide development in downtown Sunnyvale over the next approximately 20 years in order to help create and maintain "*an enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment*" (Draft *Downtown Design Plan*, Letter of Transmittal, March 26, 2002).

The *Downtown Design Plan* states an intent to build upon the unique character and commercial success of the 100 block of Murphy Avenue (Subdistrict 2 on Figure 1) by restoring as much of the historic downtown street grid as possible and reconnecting areas that were isolated when the Town Center Mall was constructed. Murphy Avenue would be extended along its right of way one block to the south, with the extended eastern side lined with shops and restaurants integrated into a new parking structure and an approximately 1.5-acre open space area. Similarly, McKinley Avenue would be extended one Subdistrict east (Subdistrict 18a) from Mathilda Avenue to the mall, and lined on both sides with new shops. The extensions of Murphy and McKinley would be connected by a major pedestrian way through the mall (Subdistrict 18). A 20-screen movie theater complex (approved in 1999) would be added to the mall.

The *Downtown Design Plan* designates Washington Avenue as a major retail street lined with stores and restaurants between Mathilda Avenue and Sunnyvale Avenue (Subdistricts 1, 1a, and 2 on Figure 1). The Town and Country commercial area (Subdistrict 1a) would be reconstructed as a multifamily residential community with ground-floor retail uses and an approximately 1.7-acre green open space.

The *Downtown Design Plan* also states an intent to transform Mathilda Avenue from El Camino Real to Evelyn Avenue (Subdistricts 13 through 17 and 18a on Figure 1) with office buildings on the east side (including the Mozart development, under construction) and retail and multifamily residential on the west side of Mathilda Avenue. The west side of Mathilda (Subdistricts 14 through 16) would step down from four-story retail and multifamily to two-story multifamily residential towards Charles Avenue, an existing residential neighborhood. Land uses for Subdistricts 2 through 12 and 18 in the *Downtown Design Plan* would remain consistent with the 1993 Downtown Specific Plan.

c. Proposed Amendments to the Downtown Specific Plan. A number of revisions to the City-adopted 1993 Sunnyvale Downtown Specific Plan will be necessary to achieve consistency with the proposed new *Downtown Design Plan*.

d. Proposed General Plan Amendments. Implementation of the proposed Downtown Improvement Program Update actions described under b and c above would require associated amendments to the City of Sunnyvale General Plan, including changes to the General Plan Map and an update of the Downtown Specific Plan section (Appendix B) of the General Plan *Land Use and Transportation Element*, to incorporate the following changes:

Properties Within the Downtown Specific Plan Area:

- (1) creation of two new General Plan land use designations: one to allow 36 to 69 dwelling units per acre (du/ac) in Subdistricts 14 through 17 of the Downtown Specific Plan, and one to allow 69 to 138 du/ac in Subdistrict 1a;
- (2) changes to various portions of Subdistricts 4 and 6 from *Very High-Density Residential* (65 du/ac maximum) and *High-Density Residential* (45 du/ac) to *Medium-Density Residential* (27 du/ac maximum);
- (3) changes to portions of Subdistrict 17 from *Very High-Density Residential* (65 du/ac maximum) to *Low/Medium-Density Residential* (14 du/ac maximum);
- (4) changes to all of Subdistrict 3 from *Very High-Density Residential* (65 du/ac maximum) to a designation allowing local retail;
- (5) changes to all of Subdistricts 14 through 16 from *Office* to the new residential category allowing 36 to 69 du/ac; and
- (6) other associated changes to the General Plan as may be necessary to implement these proposed General Plan text and General Plan Map Amendments.

Properties Adjacent to the Downtown Specific Plan Area on the East ("eastern adjacent sites"):

- (7) a change from *High-Density Residential* (45 du/ac maximum) to *Low/Medium-Density Residential* (14 du/ac maximum).

Other associated changes to the General Plan text and map may also be necessary to implement the amendments listed above.

e. Proposed Zoning Amendments. The following amendments to the Sunnyvale Municipal Code Precise Zoning Plan/Zoning District Map and chapter 19.28 (Downtown Specific Plan District) would also be required to achieve zoning ordinance consistency with the *Downtown Design Plan* provisions and associated General Plan Amendments described above:

Properties Within the Downtown Specific Plan Area:

- (1) create two new zoning categories: one to allow 36 to 60 dwelling units per acre (du/ac) in Subdistricts 14 through 17, and one to allow 60 to 120 du/ac in Subdistrict 1a;
- (2) create three new Subdistricts: 1a, 13a, and 20;

- (3) changes to various portions of Subdistricts 4 and 6 from *Very High-Density Residential* (48 du/ac maximum) and *High-Density Residential* (36 du/ac) to *Medium-Density Residential* (24 du/ac maximum), specifically allowing single-family townhomes;
- (4) changes to portions of Subdistrict 17 from *Very High-Density Residential* (48 du/ac maximum) to *Low/Medium-Density Residential* (14 du/ac maximum);
- (5) a change to all of Subdistrict 3 from *Very High-Density Residential* (48 du/ac maximum) to a category allowing local retail;
- (6) a change to all of Subdistricts 14 through 16 from *Office* to a new residential category allowing 36 to 60 du/ac;
- (7) for properties fronting on the east side of Mathilda Avenue between El Camino Real and Olive Avenue, addition to the Downtown Specific Plan area and a change from *High-Density Residential/Office/Planned Development [R-4/O/PD]* and *Office/Planned Development (O/PD)* to Downtown Specific Plan Subdistrict 20–Office;
- (8) for all of Subdistricts 4 through 6 and portions of Subdistricts 14 through 17, a reduction in the height limit from 50 feet (4 stories) to 40 feet (3 stories) and 30 feet (2 stories), respectively;
- (9) for all of Subdistrict 13a, establishment of a combination of maximum building heights of 50 feet (4 stories) and 30 feet (2 stories);
- (10) for all of Subdistricts 13 and 18a, an increase in the maximum building height limit from 30 feet (2 stories) and 50 feet (3 stories) to 100 feet (6 stories);
- (11) for the entire Downtown Specific Plan area, an increase in the residential parking requirement from 1.75 spaces per unit to 2 spaces per 2-bedroom unit, with additional spaces for larger units; and
- (12) other associated changes to development standards as may be necessary to implement the proposed Downtown Improvement Program Update.

Properties Adjacent to the Downtown Specific Plan Area on the East ("eastern adjacent sites"):

- (13) a change from *Medium-Density Residential/Planned Development (R-3/PD, 24 du/ac maximum)* to *Low/Medium-Density Residential/Planned Development (R-2/PD, 14 du/ac maximum)*; and
- (14) other associated changes to development standards as may be necessary to implement the proposed Downtown Improvement Program Update.

In addition, amendments to Sunnyvale Municipal Code chapter 19.80 (Design Review) have also been identified as necessary to achieve conformance with and help implement the new *Downtown Design Plan*.

f. Proposed Sunnyvale Downtown Redevelopment Plan Amendments. Amendments will also be necessary to the existing Sunnyvale Downtown Redevelopment Plan in order to achieve required consistency with the Specific Plan, General Plan, and zoning changes described above, and in order to extend the plan's financial limits and eminent domain authority for another 12 years, except for owner-occupied single-family residences, over which the Agency has no eminent domain authority, and thereby better facilitate the overall Downtown Improvement Program Update.

9. Corresponding Changes in Downtown Development Capacity

a. Net Change in Development Capacity. The proposed changes in development controls described above would increase the permitted overall buildout capacity of the downtown area. The estimated net increases in downtown buildout capacity over current maximum allowable limits due to these changes--i.e., the "project-facilitated growth increment"--are summarized in Table 2. As shown in the table, the project would facilitate up to 760 net additional residential units and approximately 232,750 net additional square feet of office floor area, beyond the growth increments allowed under current Specific Plan, General Plan, and zoning provisions. In addition, the current capacity for approximately 1.4 million square feet of additional retail/restaurant/entertainment floor area in the downtown would be reduced by approximately 61,230 square feet, and the current capacity for up to 400 additional hotel rooms in the area would be removed (i.e., the downtown area would be expected to include no hotel rooms under the proposed update).

b. Growth Increment to be Addressed in the SEIR. When a new plan or plans are being proposed to replace a previously adopted plan or plans, the CEQA Guidelines require that the analysis of the action's environmental impacts be based on comparison of the future with-project buildout scenario (the "Proposed Buildout Capacity" in Table 2) to existing conditions (the "Existing" development baseline in Table 2) rather than to the future without-project buildout scenario [CEQA Guidelines section 15126(c)]. Therefore, the SEIR for the proposed Downtown Improvement Program Update will analyze the potential environmental impacts associated with the "Total Growth Increment from Existing" listed in Table 2 (rather than the "Net Change in Buildout Capacity"): i.e., up to approximately 1,620 total additional residential units, approximately 137,900 net additional square feet of retail/restaurant/entertainment floor area, and approximately 995,100 net additional square feet of office floor area.

10. Surrounding Land Uses and Setting:

As shown on Figure 1, the project area is located in downtown Sunnyvale and is generally bounded by the Caltrain tracks/Evelyn Avenue on the north, Bayview Avenue and Carroll Street on the east, El Camino Real on the south, and Charles Street on the west. Existing land uses surrounding the project area include:

To the North: low- and medium-density residential development, industry, and industrial service.

To the East: low- and medium-density residential development.

To the South: commercial development and the Sunnyvale Civic Center.

To the West: low- to high-density residential development and office development.

11. Other Public Agencies Whose Approval is Required:

The proposed project would require approval by the City of Sunnyvale City Council. The redevelopment plan amendment component of the project would also require approval by the Sunnyvale Redevelopment Agency. No other public agency approvals are necessary to permit the project.

Table 2

DOWNTOWN AREA DEVELOPMENT CAPACITY: EXISTING VS. PROPOSED DOWNTOWN IMPROVEMENT PROGRAM

<u>Land Use</u>	<u>Existing (approximate)</u>	<u>Current Buildout Capacity (approximate)</u>	<u>Proposed Buildout Capacity (approximate)</u>	<u>Net Change in Buildout Capacity (approximate)</u>	<u>Total Growth Increment from Existing (approximate)</u>
Residential	760 units	1,620 units	2,380 units	+760 units	+1,620 units
Retail/Restaurant/Entertainment	1,281,470 sq.ft.	1,480,600 sq.ft.	1,419,370 sq.ft.	-61,230 sq.ft.	+137,900 sq.ft.
Office	448,500 sq.ft.	1,210,850 sq.ft.	1,443,600 sq.ft.	+232,750 sq.ft.	+995,100 sq.ft.
Hotel	145 rooms (108,750 sq.ft.)	400 rooms (300,000 sq.ft.)	0 rooms	-400 rooms (-300,000 sq.ft.)	-145 rooms (-108,750 sq.ft.)
Project Area Acreage	165 acres	165 acres	165 acres	+0.00 acres	+0.00 acres

SOURCE: City of Sunnyvale Department of Community Development, September 2002.

Notes:

The Mozart development (450,000 sq. ft. of office) was under construction at the time this Initial Study was prepared (September 2002). Since the potential environmental impacts of that development's long-term operation (e.g., project-generated traffic, noise and air emissions associated with project-generated traffic, public service and utility needs, etc.) have not yet become part of existing environmental conditions, the Mozart development has been included in "Proposed Buildout Capacity" and not in "Existing" conditions (i.e., the Mozart development will be analyzed in the SEIR as part of the proposed project).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below may be affected by this project, as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Population/Housing | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated impact." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project **COULD** have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (2) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, **nothing further** is required.

Prepared by:

Signature:

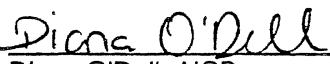

John Wagstaff, Principal
Wagstaff and Associates

Date:

9-27-02

Reviewed by:

Signature:


Diana O'Dell, AICP
Associate Planner
City of Sunnyvale

Date:

10/3/02

ENVIRONMENTAL IMPACTS:

I. AESTHETICS. *Would the project:*

- a) *Have a substantial adverse effect on a scenic vista?*

☒ ☐ ☐ ☐

Development of the proposed project would alter existing views from internal and off-site vantage points, including adjacent residential neighborhoods and commercial areas. The proposed project (especially the draft *Downtown Design Plan*) proposes changes in development controls, including changes in land use, and/or increases over *existing* building height and/or development intensity/density along the Mathilda Avenue corridor (Subdistricts 13 through 17 and 18a), Sunnyvale/Carroll District (Subdistricts 4 and 5), and East of Sunnyvale District (Subdistricts 6, 7, and 8). Project-facilitated development would be subject to applicable goals, policies, guidelines, and standards of the Sunnyvale General Plan, Downtown Specific Plan, Downtown Redevelopment Plan, Sunnyvale Municipal Code, City-Wide Design Guidelines, Murphy Avenue Design Guidelines, North of Washington District Master Plan, as revised as necessary with the project, and the draft *City of Sunnyvale Downtown Design Plan* (March 2002). Each of these development control documents, in part, is intended to improve the aesthetic qualities of Sunnyvale. Also, in addition to the proposed increases over existing conditions in development intensity/density noted above, the project proposes reductions in permitted residential densities along Washington Avenue, McKinley Avenue, and Charles Street, as well as a reduction in the height limit for new residential development east of Carroll Street in the project area from 50 feet (4 stories) to 40 feet (3 stories).

The proposed intensification of development over existing conditions in the project area could result in adverse effects on a scenic vista(s). This issue will be addressed in the SEIR.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

☐ ☐ ☐ ☒

There are no state-designated scenic highways near the project area. (U.S. 101 is located approximately 1.7 miles north of the project area's northern boundary; however, this segment of U.S. 101 is not within a state-designated scenic highway.) Therefore, the proposed project would not damage scenic resources within a state scenic highway, either directly (e.g., through proposed development) or indirectly (e.g., through roadway improvements required to mitigate potential traffic impacts of the proposed project).

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) <i>Substantially degrade the existing visual character or quality of the site and its surroundings?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

See item 1(a) above. The proposed project would facilitate development of up to approximately 1,620 net new residential units, approximately 137,900 net new square feet of retail/restaurant/entertainment space, and 995,100 net new square feet of office space in the project area. As buildout occurs over the next approximately 20 years, this development would result in a substantial change in the visual character of the project area and its surroundings. This issue will be addressed in the SEIR.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) <i>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

Nighttime lighting associated with new, project-facilitated residential, retail/restaurant/entertainment, and office development could have adverse effects on nighttime views of the downtown area from adjacent and surrounding residential areas. This issue will be addressed in the SEIR.

Mitigation. Mitigation measures to be considered in the Downtown Improvement Program Update SEIR for reduction of potential aesthetic impacts may include, among others, preservation of identified view corridors through the downtown area, and compliance with existing and adoption of new policies, guidelines, and standards of the Sunnyvale General Plan, Downtown Specific Plan, Downtown Redevelopment Plan, Sunnyvale Municipal Code, City-Wide Design Guidelines, Murphy Avenue Design Guidelines, North of Washington District Master Plan, and Downtown Design Plan pertaining to aesthetics.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. **AGRICULTURE RESOURCES.** *(In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.) Would the project:*

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No existing agricultural uses are located in the project area. The project would not result in conversion of any existing farmland or have a significant impact on existing agricultural resources.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No portion of the project area is zoned for agricultural use, nor is any portion of the area under a Williamson Act contract.

- c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Same as item II.a above.

III. **AIR QUALITY.** *(Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) Would the project:*

- a) Conflict with or obstruct implementation of the applicable air quality plan?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Land use and circulation changes facilitated by the project would generate increases in point source and, in particular, vehicular air emissions. Associated potential impacts on local and regional air emissions will be evaluated in the SEIR in relation to applicable Bay Area Air Quality Management District (BAAQMD), State of California, and Federal Clean Air Act guidelines and standards.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <i>Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land use and circulation changes facilitated by the project, and associated increases in local vehicular trips and traffic congestion, could contribute to a deterioration of local and regional air quality. See item III.a above.				
c) <i>Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item III.b above.				
d) <i>Expose sensitive receptors to substantial pollutant concentrations?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project-facilitated future construction activities in the downtown area, including demolition, earthmoving, and building and infrastructure construction, could lead to temporary air quality impacts (e.g., construction particulate emissions) on adjacent or nearby sensitive receptors, including existing residences within the project area boundaries and in the adjacent vicinity. Also, there may be sensitive receptors (e.g., residential frontage and/or schools) along driving routes subject to increased, project-related traffic, traffic congestion, and associated air emissions increases. These issues will be addressed in the SEIR.				
e) <i>Create objectionable odors affecting a substantial number of people?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project-related commercial development involving food service (e.g., restaurants) could result in localized objectionable odors. There may also be temporary objectionable odors related to project-related demolition and construction equipment operation. These issues will be addressed in the SEIR.				
<u>Mitigation.</u> Mitigation measures to be considered in the Downtown Improvement Program Update SEIR to reduce identified potential air quality impacts may include, among others, compliance with applicable General Plan and BAAQMD policies and				

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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implementation of measures to reduce traffic congestion (e.g., provisions for alternative travel modes, roadway improvements).

IV. **BIOLOGICAL RESOURCES.** *Would the project:*

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project area is substantially urbanized. However, the potential presence of wetland conditions and/or any rare, threatened, or endangered plant or animal species will be addressed in the SEIR.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Same as item IV.a above.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Same as item IV.a above.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Same as item IV.a above.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Potential biological resource impacts may conflict with City-adopted General Plan policies, guidelines, and/or ordinances protecting biological resources. The project area may also contain trees subject to the

local tree preservation ordinances (chapters 19.81 and 13.16 of the Municipal Code). These issues will be addressed in the SEIR.

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| f) <i>Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved, local, regional, or state habitat conservation plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project area is located in an urbanized, downtown environment that is not subject to any adopted habitat conservation plan.

Mitigation. Mitigation measures to be considered in the Downtown Improvement Program Update SEIR to reduce potential impacts on identified biological resources may include, among others, (1) compliance with applicable City General Plan policies, tree ordinance regulations, and/or design review guidelines pertaining to biological resources; and (2) implementation of applicable mitigation protocols of other jurisdictional agencies, including the California Department of Fish and Game, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service.

V. **CULTURAL RESOURCES.** *Would the project:*

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

The project area includes the Murphy Avenue Heritage Landmark District and the Taaffe-Francis Heritage Housing District, whose buildings are protected under the Sunnyvale Heritage Preservation Ordinance [including the Del Monte Building (1904) at 114 S. Murphy Avenue, which is an individual City Heritage Landmark]. In addition, several buildings in the project area are listed in the City's Cultural Resources Inventory, which provides recognition of historic value but does not ultimately protect buildings from demolition or modification. Changes and intensification of land uses in portions of the project area could affect the quality of these historical resources. This issue will be addressed in the SEIR.

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| b) <i>Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

The project area is already highly urbanized; there are no known archaeological resources in the project area (source: Sunnyvale Downtown Development Program Final Program EIR, August 1990, p. 4-83).

However, project-related development could alter, damage, or destroy an as yet unidentified and/or unrecorded significant prehistoric archaeological site if not mitigated. See also item d below. This issue will be addressed in the SEIR.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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The project area is an urban downtown that does not include any unique geological features. No paleontological resources have been identified or indicated in the project area or immediate vicinity.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) <i>Disturb any human remains, including those interred outside of formal cemeteries?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

There are no formal cemeteries located in the project area; however, the project area may contain as yet unknown cultural resources, including human remains, that could be altered, damaged, or destroyed by land development activity, if not mitigated. See item V.b above. This issue will be addressed in the SEIR.

Mitigation. Mitigation measures to be considered in the Downtown Improvement Program Update SEIR in order to reduce or avoid certain potential cultural resource impacts will include, among others, compliance with applicable General Plan policies; compliance with applicable local, state, and federal historic preservation guidelines (including the City's *Heritage Preservation Sub-Element* and *Heritage Preservation Ordinance*); and/or compliance with CEQA-specified mitigation protocols in the event that a cultural resource value is encountered during project-related construction activity.

VI. GEOLOGY AND SOILS. *Would the project:*

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) <i>Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no known active faults in the project area. An "inferred fault," the "Inferred San Jose Fault," has been identified in the project vicinity (northeast of the Washington Avenue/Evelyn Avenue intersection). There is no evidence of historical activity on this trace; it is considered inactive and is not mapped in an Alquist-Priolo Special Studies Zone or on the Division of Mines and Geology Special Publication 42. According to the 1990 Sunnyvale Downtown Development Program Final Program EIR, the basic importance of such "inferred faults" lies in the knowledge that they may exist and, as additional information on their potential is developed, that information may then be applied to local safety and land use planning.

ii) <i>Strong seismic ground shaking?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project area and subregion would be subject to strong ground shaking as a result of an earthquake along one of the numerous active faults in the region. Development of the proposed project would subject additional people and structures to seismic ground shaking. These issues will be addressed in the SEIR.

iii) <i>Seismic-related ground failure, including liquefaction?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project area is underlain by well-drained, medium- to fine-textured soils. Fine-textured surface soils beneath the project area may be subject to substantial shrinking and swelling, as well as to moderate differential settlement (source: Sunnyvale Town Center Mall Modifications Project Draft EIR, January 1999, p. 10-2). These issues will be addressed in the SEIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) <i>Landslides?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project area is relatively flat and is not subject to slope instability or landslide impacts.				
b) <i>Result in substantial soil erosion or the loss of topsoil?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Project-related grading and construction activities could result in temporary exposure of disturbed soils to erosion. City-required standard grading and construction-period erosion control techniques would minimize related erosion impacts to less-than-significant levels. Such techniques would include watering active construction areas at least twice daily, covering soil stockpiles, applying non-toxic soil stabilizers, and daily sweeping of paved construction areas.				
c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item VI.a.iii above.				
d) <i>Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item VI.a.iii above.				
e) <i>Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sanitary sewer service would be provided to project-related development. No use of septic tanks or alternative wastewater disposal systems is proposed.				
<u>Mitigation.</u> To the extent necessary, the SEIR will identify excavation, soil preparation, and foundation and building construction measures to be implemented in order to minimize the risk of damage during an earthquake and to resist the potentially damaging effects of locally unstable soil conditions. It is expected that construction of individual buildings in the project area in				

conformance with the Uniform Building Code would provide a sufficient level of structural integrity to resist catastrophic failure. Therefore, mitigations will likely focus on the need for special foundation and soil stabilization approaches. All mitigations will be predicated on the subsequent (post-SEIR) preparation of final engineering designs and on the continuous observation, by a registered soils or geotechnical engineer, of all excavation, grading, and foundation preparation.

VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

No industrial or other activity involving the transport, use, or disposal of hazardous materials is proposed. However, project-related excavation could expose construction personnel to subsurface soil or groundwater contamination, and project-introduced residential, office, and retail uses could involve the use or disposal of hazardous substances (e.g., fuels, paint, solvents, fertilizers, pesticides). Also, project-related development could involve the demolition of structures that may contain hazardous building materials (e.g., friable asbestos, lead paint). These issues will be addressed in the SEIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Same as item VII.a above.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Two schools are located within one-quarter mile of the project area. See item VII.a above.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project area may or may not include a site(s) that is included on this list. The SEIR will address this issue.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project area is not located within two miles of a public or public use airport. However, the project area is within three miles of Moffett Field Naval Air Station (north of the project area). The project area's relationship to the Moffett Field Air Installation Compatible Use Zone (AICUZ) will be addressed in the SEIR.

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No private airstrips exist in the project area or surrounding vicinity.

- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not physically interfere with any existing emergency response plans. Anticipated transportation improvements recommended in the *Downtown Design Plan* (e.g., loop from Mathilda Avenue southbound to Evelyn Avenue, Mathilda/Sunnyvale Avenue intersection improvements, bus pull-outs) may have a beneficial impact on emergency response plans or emergency evacuation plans. No significant adverse impact is anticipated.

- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project area is located in an urbanized setting with almost no wildland fire hazard potential.

Mitigation. Mitigation measures to be considered in the SEIR to reduce identified potentially significant hazards may include, among others, compliance with applicable General Plan policies and consideration of Moffett Field AICUZ recommendations; federal, state, county, or City remediation requirements for contaminated soil, groundwater, and other hazardous materials; and City-required fire protection measures.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*

- a) *Violate any water quality standards or waste discharge requirements?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Project construction-period runoff and long-term parking area surface runoff could contribute to the degradation of regional water quality. Standard City and Regional Water Quality Control Board (RWQCB) water quality requirements are expected to be adequate to address this water quality concern. This issue will be addressed in the SEIR.

- b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project area is already urbanized and does not provide a source of groundwater or groundwater recharge.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project area is already urbanized. Although the proposed project would facilitate additional development, the project would not substantially change drainage rates, volumes, or patterns in the project area or surrounding vicinity. However, any existing and potential

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
drainage deficiencies will be addressed in the SEIR.				
d) <i>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Same as item VIII.c above.				
e) <i>Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Same as items VIII.a and VIII.c above.				
f) <i>Otherwise substantially degrade water quality?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item VIII.a above.				
g) <i>Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
According to the flood mapping of the Federal Emergency Management Agency (FEMA) (source: FEMA Flood Insurance Rate Map, Community Panel Number 060352-0001-D, Panels 1 and 2, August 23, 1998), the CalTrain tracks in the project area are within a 100-year flood hazard area; however, no housing or structures are proposed for this location.				
h) <i>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Same as items VIII.c and VIII.g above.				
i) <i>Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Same as item VIII.g above.				

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
j) <i>Inundation by seiche, tsunami, or mudflow?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area is relatively level and inland; the location is not susceptible to inundation by seiche, tsunami, or mudflow.

Mitigation. Mitigation measures that may be identified in the SEIR to reduce any identified potentials for adverse drainage or water quality impacts may include, among others: (1) compliance with applicable City of Sunnyvale General Plan policies; (2) compliance with Bay Area Stormwater Management Agencies Association (BASMAA) regulations; (3) implementation of conventional runoff control strategies ("best management practices," etc.); (4) compliance with all applicable Regional Water Quality Control Board and Santa Clara Countywide Stormwater Pollution Prevention Program requirements, guidelines, provisions, and restrictions (e.g., grading and erosion control regulations, National Pollution Discharge Elimination System runoff permits, Santa Clara Countywide Stormwater Pollution Prevention Program requirements and guidelines, and specific restrictions on the handling, application, and disposal of herbicides, pesticides, and fertilizers, etc.); and (5) application of City-required and other common grading and erosion control techniques.

IX. LAND USE AND PLANNING. *Would the project:*

a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The proposed project involves urban design modifications to downtown Sunnyvale intended to provide "an enhanced, traditional downtown serving the community with a variety of destinations in a pedestrian-friendly environment." Although the general pattern of residential, retail, and office uses in the project area would not change, the potential effects of the proposed <i>Downtown Design Plan</i> and associated changes proposed to the City's General Plan, <u>Downtown Specific Plan</u>, zoning code, and <u>Downtown Redevelopment Plan</u> on existing land use conditions will be addressed in the SEIR.</p>				
b) <i>Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the <u>City of Sunnyvale General Plan</u></i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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and City of Sunnyvale Zoning Code) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project (especially the draft *Downtown Design Plan*) proposes changes in development controls, including changes in land use, and increases over *existing* building height and/or development intensity/density along the Mathilda Avenue corridor (Subdistricts 13 through 17 and 18a), Sunnyvale/Carroll District (Subdistricts 4 and 5), and East of Sunnyvale District (Subdistricts 6, 7, and 8). Project-facilitated development would be subject to applicable goals, policies, guidelines, and standards of the Sunnyvale General Plan, Downtown Specific Plan, Downtown Redevelopment Plan, Sunnyvale Municipal Code, City-Wide Design Guidelines, Murphy Avenue Design Guidelines, North of Washington District Master Plan, as revised as necessary with the project, and the draft *City of Sunnyvale Downtown Design Plan* (March 2002). Each of these development control documents, in part, is intended to improve the aesthetic qualities of Sunnyvale. Also, in addition to the proposed increases over existing conditions in development intensity/density noted above, the project proposes reductions in permitted residential densities along Washington Avenue, McKinley Avenue, and Charles Street, as well as a reduction in the height limit for new residential development east of Carroll Street in the project area from 50 feet (4 stories) to 40 feet (3 stories).

Project development under these development control revisions could result in the following land use impacts: (1) overall indirect impacts in changing residential density allowances in the project area; and (2) site-specific land use compatibility impacts (e.g., between the proposed project and existing adjacent land uses and between the proposed project internal land uses).

The land use changes and potential direct and indirect land use impacts identified above could also have associated impacts on other environmental factors (e.g., traffic, regional air quality, noise, public services and facilities). These issues will be addressed in corresponding chapters of the SEIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) <i>Conflict with any applicable habitat conservation plan or natural community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area is not subject to an existing habitat conservation plan or natural community conservation plan.

Mitigation. Mitigation measures included in the SEIR to reduce potential land use and planning impacts may include, among others, project changes, additions, or refinements to achieve consistency with applicable land use plans, policies, and regulations, and to provide adequate transition and/or buffering between potentially incompatible land uses, including adjacent and nearby residential neighborhoods.

X. MINERAL RESOURCES. *Would the project:*

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) <i>Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No known mineral resource values exist in the project area.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) <i>Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Same as item X.a above.

XI. NOISE. *Would the project result in:*

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standard of other agencies?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Project-related traffic noise increases along residential frontages (e.g., Mathilda Avenue, Charles Street, Washington Avenue, McKinley Avenue) may exceed City or state standards, and project construction-period noise intrusion at residential uses may exceed state-recommended standards (the City has daily construction time limits, but no construction decibel limits). Also, the noise environment at the boundaries of different land uses (e.g., residential/public parking structure, residential/retail) may result in long-term nuisance noise. These issues will be addressed in the SEIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) <i>Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</i> Project-facilitated future demolition and/or construction activities could produce excessive groundborne vibration or noise levels. Existing railroad operations across Evelyn Avenue in the project area will also be evaluated for potential groundborne vibration and noise impacts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</i> Same as item XI.a above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</i> Anticipated project-facilitated development activities, including earthmoving and building/infrastructure construction, could result in significant temporary increases in existing noise levels requiring mitigation (see item XI.a above). This issue will be addressed in the SEIR.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</i> The project area is not located within two miles of a public or public use airport.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</i> No private airstrip is located in the project area or surrounding vicinity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING. *Would the project:*

a) <i>Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project would facilitate development of up to approximately 1,620 net new housing units and 1,133,000 net new square feet of office, retail, restaurant, and entertainment uses over the next 20 years or more. The direct effects of this development increment on local population and housing characteristics, and associated indirect environmental implications (e.g., on land use planning, transportation, water quality, public services), will be evaluated in corresponding chapters of the SEIR.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project would facilitate a *net increase* of approximately 1,620 residential units in the project area over the next 20 years or more. In some cases, existing residential units could be removed and replaced with new residential development. This issue will be addressed in the SEIR.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Same as item XII.b above.

Mitigation. Mitigation measures that may be included in the SEIR to reduce identified potential population and housing impacts may include, among others, compliance with applicable affordable housing requirements.

XIII. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- a) *Fire protection?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project would generate additional demands over the next 20 years or more for fire protection/emergency medical, police protection, schools, parks and recreation, and other public services and

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
facilities. These impacts will be addressed in the SEIR.				
b) <i>Police protection?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item XIII.a above.				
c) <i>Schools?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item XIII.a above.				
d) <i>Parks?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item XIII.a above.				
e) <i>Other public facilities?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Same as item XIII.a above.				

Mitigation. Mitigation measures to be considered in the SEIR to reduce potential public service impacts may include, among others, compliance with related General Plan policies; design criteria to ensure adequate fire protection, emergency access, safety, and security; provision of other specific fire protection, police service, or other public facilities improvements; payment of any City-adopted development impact fees; and payment of state law-mandated school impact fees.

XIV. RECREATION.

a) <i>Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project-related residential and commercial development over the next 20 years or more would increase demands for local and regional parkland and recreational facilities. The <i>Downtown Design Plan</i> recommends several "public amenity/park opportunities" (e.g., Evelyn and Murphy Plazas). The SEIR will address these issues and examine the adequacy of existing and proposed open space, parkland, and recreational facilities in the project area and vicinity.				
b) <i>Does the project include recreational facilities, or require the construction or expansion of</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

recreational facilities, which might have an adverse physical effect on the environment?

Same as item XIV.a above.

Mitigation. Mitigations that may be included in the SEIR to reduce potential local or regional parks and recreation impacts include, among others, compliance with applicable General Plan policies, setting aside additional land for new park facilities, assessing park fees, and applying design criteria.

XV. TRANSPORTATION/TRAFFIC. *Would the project:*

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Incremental growth under the proposed project over the next 20 years or more, in combination with other anticipated development in the vicinity, will generate substantial additional daily and peak-hour trips. Many of these additional trips will be external vehicular trips on street systems serving the project area and vicinity. These additional trips could result in potentially significant project-specific and cumulative level of service impacts on local and regional roadway links and intersections. The mixed use nature of the proposed project may have some trip internalization ("smart growth") benefits. The SEIR will apply adopted local (Sunnyvale) and regional (Santa Clara County) criteria in projecting, identifying, and addressing these potential impacts and associated mitigation needs.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) <i>Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Same as item XV.a above.

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|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| c) <i>Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The project area is located approximately three miles south of Moffett Field Naval Air Station. The project proposes increases in height limits (from 30-to-50 feet to 100 feet) along Mathilda Avenue which may represent an air safety risk. The project area's relationship to the Moffett Field Air Installation Compatible Use Zone (AICUZ) will be addressed in the SEIR.</p>				
<p>d) <i>Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</i></p> <p>Proposed roadway modifications, including new internal roadways, may have potentially hazardous design features that will need to be evaluated in the SEIR.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e) <i>Result in inadequate emergency access?</i></p> <p>Future development under the project scenario will be subject to existing fire and other emergency access requirements. The project area's proposed circulation system will be evaluated for adequate emergency access in accordance with Sunnyvale Fire Department and public safety review requirements.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>f) <i>Result in inadequate parking capacity?</i></p> <p>Proposed intensification of land uses on the project site would generate an increased demand for parking. The project's proposed parking program and supply will be evaluated in the SEIR.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?</i></p> <p>The proposed improvement program update circulation features and transit provisions may or may not be in compliance with adopted City policies and standards in support of alternative transportation modes. This issue will be addressed in the SEIR.</p> <p><u>Mitigation.</u> Mitigation measures that may be included in the SEIR to reduce or avoid identified potential transportation impacts include, among others, compliance with applicable General Plan policies, specific roadway system improvement measures,</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

specific transportation demand management (TDM) measures (special provisions for transit, pedestrians, bicycles, etc.) to reduce peak-period vehicular trips, specific provisions for adequate construction-period access and for adequate permanent emergency access, specific approaches toward providing adequate parking, and other specific transit, pedestrian, and bicycle provision measures.

XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:

- | | | | | |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) <i>Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|

All project-related development would be subject to applicable RWQCB wastewater treatment requirements. The proposed project would result in an increased rate of residential and commercial activity and associated water and wastewater system demands. The project would increase local demands for water and sewer service. This issue, including water source, treatment, and delivery system adequacy, and sewer collection system and treatment capacity, will be addressed in the SEIR.

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|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) <i>Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Same as item XVI.a above.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) <i>Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project area is already urbanized and served by existing storm drainage facilities; no major expansion of these facilities would be necessary to serve the project area.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) <i>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|

Same as item XVI.a above.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) <i>Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Same as item XVI.a above.

f) <i>Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Intensification of uses in the project area would increase the amount of solid waste generated, potentially affecting existing solid waste disposal service and landfill capacity. This issue will be addressed in the SEIR.

g) <i>Comply with federal, state, and local statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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As a matter of City policy, all anticipated project-related activity (e.g., construction, demolition, project operation) will be required to comply with federal, state, and local statutes and regulations related to solid waste (e.g., recycling requirements).

Mitigation. Mitigation measures that may be included in the SEIR to reduce or avoid potential utilities and service system impacts include, among others, compliance with applicable General Plan policies, and the design and construction of new project-related on-site and off-site utilities and service systems coordinated with planned improvements.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a) <i>Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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APPENDIX 21.3:
SUPPLEMENTAL AIR QUALITY INFORMATION

APPENDIX : AIR QUALITY METHODOLOGY AND ASSUMPTIONS

CALINE-4 MODELING

The CALINE-4 model is a fourth-generation line source air quality model that is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway. Given source strength, meteorology, site geometry and site characteristics, the model predicts pollutant concentrations for receptors located within 150 meters of the roadway. The CALINE-4 model allows roadways to be broken into multiple links that can vary in traffic volume, emission rates, height, width, etc.

A screening-level form of the CALINE-4 program was used to predict concentrations.¹ Normalized concentrations for each roadway size (2 lanes, 4 lanes, etc.) are adjusted for the two-way traffic volume and emission factor. Calculations were made for a receptor at a corner of the intersection, located at the curb. Emission factors were derived from the California Air Resources Board EMFAC7-G computer program based on a 2003 and 2020 vehicle mix.

The screening form of the CALINE-4 model calculates the local contribution of nearby roads to the total concentration. The other contribution is the background level attributed to more distant traffic. The 1-hour background level in 2003 was taken as 8.0 PPM and the 8-hour background concentration was taken as 4.7 PPM. The 1-hour background level in 2020 was taken as 7.0 PPM and the 8-hour background concentration was taken as 4.1 PPM. These backgrounds were estimated using isopleth maps and correction factors developed by the Bay Area Air Quality Management District.

Eight-hour concentrations were obtained from the 1-hour output of the CALINE-4 model using a persistence factor of 0.7.

NEW VEHICLE TRAVEL EMISSIONS

Estimates of regional emissions generated by project traffic were made using a program called URBEMIS-2001.² URBEMIS-2001 is a program that estimates the emissions that result from various land use development projects. Land use project can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial parks. URBEMIS-2001 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS-2001 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 30 MPH.

The URBEMIS-2001 run assumed summertime conditions with an ambient temperature of 85 degrees F.

¹ Bay Area Air Quality Management District, BAAQMD CEQA Guidelines, 1996.

² San Joaquin Valley Unified Air Pollution Control District, URBEMIS for Windows Computer Program User's Guide, October 2000.

The analysis was carried out assuming project build-out would occur by the year 2020.

APPENDIX 21.4:

CEQA STANDARDS FOR EIR ADEQUACY

According to section 15151 of the CEQA Guidelines, the standards for Adequacy of an EIR are as follows:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

APPENDIX 21.5:
CEQA DEFINITION OF "MITIGATION"

According to section 15370 of the CEQA EIR Guidelines, the term "mitigation" includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree of magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impacts by replacing or providing substitute resources or environments.

APPENDIX 21.6 EIR CONSULTANT TEAM

CITY OF SUNNYVALE

Robert Paternoster, Director, Community Development
Trudi Ryan, AICP, Planning Officer, Department of Community Development
Diana O'Dell, AICP, Associate Planner, Department of Community Development

WAGSTAFF AND ASSOCIATES

Urban and Environmental Planners; Prime Contractor

John Wagstaff, Principal-in-Charge
Ray Pendro, Project Manager
Vanessa Bulkacz, Senior Planner
Steve Ridone
Toni Fricke

ILLINGWORTH & RODKIN, INC.

Acoustical Consultants

Rich Rodkin, Principal-in-Charge
Michael Thill, Project Scientist

DON BALLANTI

Certified Consulting Meteorologist

SIXTH STREET STUDIO

Graphics

Valerie Reichert, Graphic Designer

CCS PLANNING AND ENGINEERING, INC.

Transportation Consultants (retained by the City)

Shusuke Iida, Transportation Engineer
Chwen Siripocanont, Transportation Engineer

